

NAME	PC-552	TYPE	PC	S. P.	<input checked="" type="checkbox"/>	N. S. P.	<input type="checkbox"/>
LENGTH.	165'	ASSIGNED TO: Pres. Ass. 14th ND. 10/15/41, CNO Serial 312538 assigned Atlantic Fleet.					
BEAM.	23'	Cominch 0611 assigned Eastern Sea Frontier, April 15, 1942.					
DRAFT.	10' (propeller) 340-350 tons.	Home Base - <i>Tompkinsville</i> Home Yard - New York 8/24/42. ✓					
DISPLACEMENT.	2-1800 H.P. Diesel engines. Speed 20½ knots.	Assigned: Com 12 Fleet for temp. duty, Cominch SC 241700 Dec 43.					
WHEN AND WHERE BUILT	Sullivan Dry Dock & Repair Co., Brooklyn, N.Y.	Assigned Com 12th Flt. Cominch SC 211515 Mar. 44.					
CAPACITY IN TONS.	Steel	ASSIGNED: PacFlt ServRon 2, Cominch Conf S/L 20 June 45.					
TO BE REPLACED.		ASSIGNED: ACTIVE Lant. Cominch conf. 021851 Sept. 45.					
REMARKS:	In commission 29 July '42 Decom: 18 Apr. 46	ASSIGNED: Com 6 for disp., CNO Rest 192012 Mar 46 2-3" 50 cal. AA. 2-20 mm. AA gun. 22-300 lb. depth charges. Sundry small arms. Sound gear. Crew - 55. 2-Single DC Proj. 2-DC Tr.					
General Motors engine.							

PC-552

EST.COMP.DATE: 7/15/42

Cost \$625,000. Delivery -Brooklyn. Date comp. per contract - 11/12/41. Keel laid 20 May at Sullivan Dry Dock, Brooklyn, N. Y. Fitting out - New York. Date Comp. Per Bldg. Yd. - 3/16/42 Revised date of Comp. As Per Bldg. Yd. 6/22/42. Launched Feb. 13 at Sullivan Dry Dock & Repair Corp., Brooklyn, SubShip NY 141400 Feb. 1942. Rev. comp. date 6/30/42. CNO Serial 118338 of July 9, 1942, Com3 authorized to accept, fit out and place in full commission, upon comp. fitting out and when ready for sea, report to Cominch, U.S. Fleet & ComEastSeaFron for duty. Preliminary trials completed July 17, 1942, SuShips New York 182030. Departed for delivery to Nyd N.Y., SuShips N.Y. 271500 of July '42. Accepted July 27, 1942, Nyd N.Y. 281350. Placed in commission 29 July Nyd. N.Y. 291946 of July 1942. To proceed Boston & report Com 1 for 10-Day shakedown, at conclusion report to Comeastseafron, Comeastseafron 262031 of Aug. 1942. Will run special tests on Sept. 13, 1942 at New London, ComEastSeaFron 021945 Sept. '42. Upon arrival PC 613 temporary duty PC 552 ComCaribSeaFron completed. Direct her report CESF for duty. ComCaribSeaFron conf. 071357 August. Reported for duty ComEastSeaFron 9 August 43. PC 552 conf. 090242 August. // Now scheduled to report 8th Fleet to proceed U.K., instead and report to Com 12th Fleet for temporary duty, Cominch SC 241700 Dec 43.

PC-552 IICard

Reported Com 12thFlt for duty. Com 12thFlt SC 181633 Jan.44.//Damaged from ramming by PC-553. Shell plating damaged between frames 61 and 66 stb'd side bent or broken. Steering cable and degaussing coils damaged. Damage repairs can be comp. without additional avail. prior comp. engine overhaul. PC-552 rest.pl212020Sept.46 //Abt. 6 Nov. proceed New London where rpt. ComSubLant for duty as relief PC-577. ComServLant pl 051650 Nov.45. //Reporting to ComSubLant for duty 8 Nov 45, PC-552 Pl 081520 Nov 45. //To rpt. ComOpDevFor. CNO pl022119 Feb.46// On arr., Com 6 auth. decom., but do not strip or recd. [&S action, CNO Pl 221315 Mar 46. //Reported 1 Apr.46 to Com 6/ PC-552 pl. 020250 Apr.46//Decommissioned 18 Apr.46. ComNSYd Chasnnpl 191540 Apr.46 //Not essential to defense of US. Auth. granted by SecNav to dispose of vessel, CNO ltr ser. 3069P414 of 17 May 46.**STRICKEN FROM NAVY REGISTER 5 JUN 1946** //Delivered to US MC Rpt Rep., Charleston, S.C., for disposal on 5 Dec 46, Nav Base 6ND ltr dated 5 Dec 46.

VESSEL HISTORY CARD NAVSHIPS 3817 (7-50)

NAME PC 552		CLASSIFICATION	BUILT BY		
ACQUIRED FROM Brooklyn, N.Y.		YEAR BUILT		ASSIGNMENT	
ITEM	Sullivan D.D. & Repair Co.,		ITEM	DATE	SOURCE
MATERIAL OF HULL	May 20, 1941	Prog. Report	KEEL LAID		
LENGTH	Feb. 13, 1942	FS/L6-3	LAUNCHED		
BREADTH	6-5-46	Strike ✓	COMPLETED		
DRAFT	Nov. 12, 1941	P.R.	DELIVERED		
DISPLACEMENT	July 27, 1942	PC488/L4	COMMISSIONED		
CAPACITY	July 29, 1942	PC552/A4	DECOMMISSIONED		
	7-27-42		RECOMMISSIONED		
PROPULSION					
CONTRACT NO.			STRICKEN		
CONTRACT DATE			DISPOSED OF		
DELIVERY POINT			PURCHASER		

SHIP TYPE NUMBER **PC 552**

PC552/A7-1
Serial: 230

U.S.S. PC 552
c/o Fleet Post Office
New York, N. Y.

MAR 28 1946

55-2

23 March 1946.

From: The Commanding Officer.
To : The Secretary of the Navy (Public Info. Office)
Subject: Ship's History U.S.S. PC 552 - Forwarding of.
Reference: (a) Allant 70 of 1945.
Enclosure: (A) Ship's History U.S.S. PC 552
(B) List of Commanding Officers.

1. In accordance with reference (a), enclosures are submitted herewith.

J. S. Spielman
J. S. SPIELMAN.

CC:
Cinclant.



U.S.S. PC 552
c/o Fleet Post Office
New York, N. Y.

SHIP'S HISTORY

In the afternoon of 29 July 1942, Lieut. Cdr. Sassley, USN, acting for the Commandant Third Naval District, accepted PC 552 and with Lieut. Donald McVickar, USNR, placed the 173 foot subchaser in commission at the Sullivan Dry Dock and Repair Corp., Brooklyn, N.Y. Lieut. McVickar, the first commanding officer took the U.S.S. PC 552 through her preliminary trials in a series of cruises in Long Island Sound arriving in late August at Boston Navy Yard for final equipment installations. Before "552" was to be given her real war tests as a submarine chaser, a week of training operations was scheduled with a "tame sub" at New London, Conn. Finally on 20 Sept. 1942, she sailed from New York as a convoy escort enroute for Guantanamo Bay, Cuba. For fifteen months she plowed the Atlantic and Caribbean on this "New York to Gtmo run" hunting for enemy subs and protecting the convoys entrusted to her unit. There were occasional diversions to Santiago in Cuba, Trinidad, Key West and Miami and anti-submarine warfare training was paramount during her periods of "rest" between convoy runs. "552" dropped her share of depth charges and rockets and received credit for a possible "kill" in company with another PC.

On 28 November 1942, Lieut. McVickar was relieved of command by Lieut. J. Ross Pilling, USNR, who relinquished command to Lt.(jg) Frank E. Pierce, USNR, on 2 October 1943. It was Lieut. Pierce who brought the "552" into New York, on 17 December 1943 on what was to be her last trip from Guantanamo. For she had been selected as one of the multitude of vessels that was to play a part in the great land, sea and air operations in northern France.

After a few weeks preparation in Norfolk, the U.S.S. PC 552, on 4 January 1944, along with many of her class, sailed as part of Task Force 69 for the United Kingdom. With a rough crossing and a pleasant stay in the Azores behind them, the officers and men anchored their vessel in the Tamar River at Dartmouth England in late January. This was their first look at open warfare as they witnessed the German bombings of England's south coast. And they were eager to learn, when the intensive invasion training began on the beaches of southern England. Falmouth, Dartmouth, Plymouth, and Torquay will ever remain in the minds of those who served aboard "552" during this period of preparation. As spring grew into summer, the tension became greater and officers and men were confident that the ship they had made ready and trained aboard would do her bit when the fateful day arrived. Their hopes were temporarily shattered when on the 27th of May while escorting a group of landing craft during a practice operation, which proved to be the dress rehearsal for June 6th, the "552" collided with an LCT(R) causing slight damage to the landing craft but smashing in her own bow. It occurred in a dense fog but both vessels made

port safely and then began the task of renewing the bow. Working under pressure to which they were accustomed, British workmen in Dartmouth cut away the torn metal and by June 4th had a new bow on "552", making her ready to take her place in the invasion, which was to be only 48 hours away.

On June 5, 1944 in company with other Pc's and landing craft, PC 552 was underway again on an operation which looked like "the real thing" but which could be just another rehearsal. The secrecy surrounding the whole thing was uncanny. As the messages poured in from the command vessels and as their course took them closer to the coast of France, all hands knew that this was the test of their four months training in England. It was not until several months later that the men talked of their humble feelings on that day when they learned that the time for invasion had actually come. The Channel was choppy and the smaller landing craft were in need of assistance which "552" gave readily, making her mission one of mercy as well as destruction. At 0340 on June 6th, she maneuvered close aboard the U.S.S. Samuel Chase to synchronize ship's clocks and as she pulled away, the loud hailer from the command vessel could be heard to say, "Good luck PC 552. Take your station!" And one hour later, "Rustbucket 552", as she was known on the radio circuits, was on station inside the transport area off "Fox Green Beach" ready to send in the first wave of small craft which were then approaching from seaward. On this historic day, all hands experienced for the first time, the terrible din of constant gunfire from shore, seaward and from the air. About fifty men from a tank battalion were rescued from the icy waters when their tanks were foundering helplessly in the choppy sea off the beach. Some of those taken from the sea brought death aboard ship for the first time. After beachheads were established, "552" was assigned varied duties; principally screening transport areas by utilizing all of the knowledge of anti-submarine warfare gathered during her training in the U.S.

The business of actual war was routine now as the ship patrolled the various sectors from the Seine Bay near LeHavre to Cap de La Hague on the Cherbourg peninsula. Twice she returned to England for just a brief respite and minor repairs. On 26 July she entered Cherbourg harbor which was then to be her base for operations. On patrols off Cherbourg, she encountered the hazards of mines and midget subs. In addition to routine patrols, there were convoys to be escorted to St. Michel-en-greve, Roscoff, Morlaix, St. Malo, and Granville.

On 28 August 1944, Lieut. A. Bradley Moll, USNR relieved Lieut. Pierce of command, the latter receiving the Bronze Star Medal for the action during the great invasion operation. Routine patrols continued mainly in the vicinity of the Channel Islands which were still German held. However, there was always enough happening to keep the ship busy and the duty from becoming monotonous. On Christmas eve, "552" assisted in the search of the area in which the transport, HMS Leopoldville, was sunk just off Cherbourg harbor. And

a few days later, took under tow, HMS K462, after she had been disabled by an enemy torpedo. "Cherry", as the PC 552 was then known on the radio circuits, soon began to show signs of being "tired" and occasional repair periods in LeHavre provided the necessary renewal of life to the engines and hull.

Lieut. Moll was relieved of command by Lieut. James S. Spielman, USNR on 28 January 1945 and just ten days later, while patrolling in the vicinity of Granville, south of the Channel Islands, "Cherry" had her first single encounter with the enemy. It was a German "E" Boat that was one part of a proposed raid on the port of Granville by the German forces in the Islands. On that night of February 6th, more ammunition was expended from the ship's guns than at any one time before. The raid failed, however, the superior speed of the "E" Boat carried it back to the island of Jersey apparently undamaged after a three hour chase.

As weeks passed, the forces on the Channel Islands kept the PC's in the Cherbourg area on the alert and not until May 8, 1945 could officers and men feel that they could relax. With the German capitulation, the speculation began as to the date when the sub chasers would return to the U.S. for the much needed overhauls they deserved. The scuttlebutt from below decks carried the ship to every conceivable part of the world where there was still a war. Finally the date was set and it was extremely fitting that the group of thirteen subchasers should depart those Channel waters on the first anniversary of the great invasion in which they had a part. On the morning of June 6, 1945, in column with her sister ships, steamed past the beaches which one year before had been the scene of a great struggle, and fired a salute to those who had fallen. This salute to their memory was also a farewell salute to the European continent as the formation set course west in the English Channel and began the voyage home.

Although the war was still in full force on the other side of the world, the voyage to the U.S. was much like a pleasure cruise using running lights, being able to smoke on open decks, and even being favored by a calm sea and fair winds. After fueling stops in the Azores and Bermuda, PC 552 arrived in Key West, Florida on 22 June, 1945. After a few weeks of preparatory alterations, she moved to Charleston, S.C. where she was made ready in the Navy Yard for the work which was being planned for her in the Pacific. The Japanese surrender came before the ship was completely ready and PC 552 was then to know the operations of the Navy in peacetime.

Leaving Charleston in late October, she sailed via New York harbor to Stamford, Conn. where she was open for inspection on Navy Day. Approximately 10,000 interested persons boarded her during the five day stay. After Stamford, it was back to work. Her orders carried her to New London, Conn. where she began operating with submarines, also returned from action to begin training programs. And at the end of 1945, U.S.S. PC 552 was back again operating in those same waters in which she had "shaken down" just three years before.

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SHIPS SECTION
OFFICE OF PUBLIC INFORMATION
NAVY DEPARTMENT B

U.S.S. PC 552
c/o Fleet Post Office
New York, N. Y.

MAR 28 1946

LIST OF SECESSIVE COMMANDING OFFICERS

1. 29 July 1942 to 28 November 1942.
Lieut. Donald McVicker, USNR, (now Lt. Cdr.)
Cold Spring Harbor, Long Island, New York.
2. 28 November 1942 to 2 October 1943.
Lieut. J. Ross Pilling, USNR, (now Lt. Cdr.)
322 W. Willow Grove Ave., Chestnut Hill,
Philadelphia, Pa.
3. 2 October 1943 to 28 August 1944.
Lieut. Frank E. Pierce, USNR.
1315 Astor St.,
Chicago, Ill.
4. 28 August 1944 to 28 January 1945.
Lieut. A Bradley Moll, USNR.
409 E. Everett St.,
Dixon, Ill.
5. 28 January 1945 to (present date 3-23-46)
Lieut. James S. Spielman, USNR.
140 E. Washington St.,
Hagerstown, Maryland.

PC-552

"Traffic cop" was the assignment of the PC-552 during^{D-day of} the Normandy invasion. The ship was designated to act as control ship for the assault of one of the beaches. ~~XXXXXXX~~ Her function was to remain on station at a buoy from where she would despatch waves of landing craft into the beach in their proper sequence.

Although the ship experienced much shell fire during the operation, she came through without damage.

An unscheduled task during this operation was her rescue of many army personnel in the surrounding waters. Men aboard the PC performed heroically in going over board to rescue men in the water.

During another phase of this operation, the PC-552, while protecting approaches and affording protection to seven merchant ships anchored off the landing beaches, sighted a German 'E' boat. A twenty mile "shoot-and-run" chase between the two ships left the PC untouched by enemy fire. And although the Nazi boat escaped, it was believed that PC 552 scored several 20 MM hits on the craft.

The PC-552, built by the Sullivan Dry Dock and Repair Company, was commissioned in July 1942.

147059

FILMED

REEL A-1019

76945

PC-552 Action Report of operations during the invasion of Normandy, France, on 6/6/44.

The mission assigned this vessel was to act as control vessel for the assault of a particular beach on the coast of Normandy, France. Its function was to remain on station at this buoy dispatching waves of landing craft into the beach in their proper sequence until relieved. Although many gun flashes were observed at the time, several shell flashes were seen in the vicinity of this vessel, PC-552 came out of the invasion undamaged.

The ship was brought under enemy heavy caliber fire at the time the first wave was approaching and this continued intermittently for some time. Though the ship was maneuvering to ^{pick} up survivors from the first assault wave, which had floundered in the choppy water and was unable to engage the enemy with her forward guns, battle discipline and conduct was very commendable. The ship's crew was very cool and determined in its first baptism of enemy fire.

In the rescuing of Army personnel from the sea, excellent work was done by ship's personnel. In many instances the men in the water were ~~so~~ exhausted, cramped and helpless, and the speed required to get them aboard was such that only seaman like line handling and disregard of personal safety by men going over the side enabled ~~so~~ many to be brought aboard safely.

END OF REEL A-1019

REEL A-1216

91987

PC 552, Rep. of ops. in the invasion of Normandy, France, 6/5-17/44

This vessel helped to save the USLCT(A) 2043 from sinking by passing over one gasoline "handy billie" which apparently was able to pump enough water to keep the LCT from sinking.

END OF REEL A-1216

REEL A-1417

SECRET

Read by Lt.(jg) James Ellis: mjp
(Industrial Incentive Division)

3 October 1945

107951 PC-552, Rep. of action with enemy surface craft off Normandy, France, night of 2/6-7/45.

While patrolling along a 15 mile area, six miles west of Granville, handling the job of protecting approaches and affording protection to seven merchant men anchored to the south, an enemy craft, possibly a German E boat, was sighted. After a 20-mile "catch-and-run" chase during which this ship fired over 200 rounds of ammunition, the enemy retired in a northeast direction. No damage resulted to this vessel as a result of enemy fire. While 20mm tracers appeared to be on target and possible damage may have been inflicted, there was no report of any hits actually seen.

END OF REEL A-1417

UNITED STATES FLEET
UNITED STATES NAVAL FORCES, FRANCE

File No : A16-3

c/o Fleet Post Office
New York, N. Y.

Serial : 00188

DECLASSIFIED

SCHEDULED... *OMP 21/1/45*

INDEXED *92 243*

DOCKETED *82313*

23 MAR 1945

~~SECRET~~

SECOND ENDORSEMENT to:
CTG 125.2 Secret Ser.
00200 of 3/13/45.

PC-552

From: Commander U. S. Naval Forces, France.
To : Commander-in-Chief, United States Fleet.
Via : (1) Allied Naval Commander-in-Chief, Expeditionary Force.
(2) Commander Twelfth Fleet.
Subject: Action off and at Granville night 8-9 March 1945 - Report of.

1. Forwarded.
2. Paragraph 3 of first endorsement clearly sets forth responsibilities of U.S. Naval Commands.
3. The first sentence of paragraph 27 of basic report is concurred in, and in addition it is pointed out that there still exists a possibility of raids being launched against ports on the Brittany Peninsula.
4. In view of the operational responsibility for interception of enemy forces to seaward of the Continent being a British commitment, and in view of the discussions now in progress by all interested authorities concerning defense from enemy attack launched from Channel Islands, no change in current dispositions is being ordered by this command at this time.
5. The PC 564 closed the enemy rapidly, engaged vigorously, and did her best to break up the attack. The resultant loss of life and injuries to personnel is to be regretted, but the courage of the Captain and his crew was of a high order.

A.G. Kirk
A.G. KIRK.
6 MAR 1945

Copy to:
CTG 125.2
PC 564

111543

FILMED

A Sec D -

4 525

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PC-552

HEADQUARTERS OF THE
COMMANDANT THIRD NAVAL DISTRICT
FEDERAL OFFICE BUILDING, 90 CHURCH STREET
NEW YORK, N. Y.

IMMEDIATE
FEBRUARY 13, 1942

PUBLIC RELATIONS BUREAU

021242

Release

Launching

Public Relations Officer
Tel. REctor 2-9100
Extensions 743-747

Lieutenant Frank Bulkley, U.S.N.R.
Acting Public Relations Officer

NOTE TO EDITORS: PHOTOGRAPHERS AND REPORTERS WILL BE ADMITTED WITH NEWS CREDENTIALS. THE EXACT LAUNCHING TIME IS NOT YET DETERMINED. HOWEVER, IT IS SUGGESTED THAT ALL REPORTERS AND PHOTOGRAPHERS ASSIGNED TO THIS LAUNCHING BE AT THE SULLIVAN SHIPYARD NOT LATER THAN 7:30 O'CLOCK IN THE EVENT THAT THE TIDE WILL REQUIRE A LAUNCHING ANYWHERE FROM 8:00 O'CLOCK ON.

Another submarine combat vessel will be launched tonight (February 13) at the Sullivan Drydock and Repair Corporation, foot of 23rd Street, Brooklyn. Though the schedule originally had been called for this vessel to be launched sometime before noon on February 14, the possibility of saving considerable number of hours was settled in a decision to put her overboard at the earliest possible time. This is the first night launching in the Third Naval District.

Immediately after the ship is launched, the keel for another submarine combat ship of similar type will be laid in the ways vacated by the PC552.

The PC552 will be sponsored by Miss Grace Finley, daughter of Leslie H. Finley, Office Manager of the shipbuilding company.

Rear Admiral Adolphus Andrews, U.S.N., Commandant of the Third Naval District and Commander of the North Atlantic Coastal Frontier, will deliver a brief talk at the launching.

Captain J.M. Irish, Supervisor of Shipbuilding and Naval Inspector of Ordnance of the Third Naval District, under whose direction the ship was built and launched also will attend the launching.

(more)

Also attending from the Supervisor of Shipbuilding
Office will be Lieut. Comdr. N.B. Wolcott, U.S.N.R., Lieut. H.A.
Brant, U.S.N.R., Lieut. H.P. Furber, U.S.N.R., Lieut. R.L.
Garland, U.S.N.R., Lieut. John H. Keatly, U.S.N.

(30)

GMHbn(1,2,3,4,5,7,22)